CITY OF RENO

Inter-Office Memo

May 18, 1976

To: H. Ross Ainsworth, Traffic Engineer

From: Robin M. Bogich, City Clerk

Subject: BICYCLE MASTER PLAN

At a special meeting of the City Council held May 17, 1976, the recommendation contained in Council Memo #76-358 was upheld, and the City Council acknowledged receipt of the Master Plan Report, approved the Master Plan concept, and instructed the Traffic Engineer to remove existing bicycle facilities which are not a portion of the Master Plan, and to install bicycle facilities which are shown on Page 7a of the Master Plan Report.

CITY OF RENO
Inter-Office Memo

Council Memo # 76-358

May 12, 1976

To: Mayor & City Council

From: City Manager

Subject: BICYCLE MASTER PLAN

The Reno Bicycle Council has completed their evaluation of the City of Reno Bicycle System and a report (previously distributed) has in detail, recommended a new system of bicycleways to meet the needs of the City of Reno through 1995.

The proposed Bicycle System consists of bikeways, bike lanes, and bike paths. Many of the routes that are on the Master Plan cannot be implemented at this time due to physical limitations.

The Master Plan Report includes a series of implementation policies which assures that installation of bicycle facilities will occur only in areas which are physically capable of handling the mix of bicycles and vehicular traffic would be so assigned.

The Bicycle Council has prepared slide presentations to enable the Council to visually perceive the types of facilities planned.

The Administration recommends that the City Council acknowledge receipt of the Master Plan REport, approve the Master Plan concept with the policies and bicycle network as stated therein, and instruct the Traffic Engineer to remove existing bicycle facilities which are not a portion of the Master Plan and to install bicycle facilities which are shown on Page 7a of the Master Plan Report.

Following Council's Master Plan concept approval, the Administration will proceed in-house, to remove existing facilities (stripings and signings) that are contradictory to sound planning and will only install, in-house, those elements on Page 7a. This will be done with existing personnel and within current budget capability.

The Administration will then proceed to develop required applications for Federal-State funding and prepare a detailed financial statement-budget for Council's review and consideration prior to any other Bikeway expenditures.

Respectfully submitted,

ROBERT H. OLDLAND
City Manager

HRA:rl
cc: R.C.Sanford
H.R.Ainsworth

FINAL REPORT

CITY OF RENO

MASTER PLAN OF BIKEWAYS

MAY 5, 1976

PRESENTED BY

CITY OF RENO BICYCLE COUNCIL

PREPARED BY

H. R. AINSWORTH
K. D. JESSUP

TABLE OF CONTENTS

CONTENTS	PAGES
INTRODUCTION	1
HISTORY OF BICYCLE WAYS	2
IMPLEMENTATION POLICIES	3
Bicycle Path	3
Bicycle Lane	4
Bicycle Route	4
THE MASTER PLAN	5
Master Plan Map	7
Immediate Implementation Map	7a
Northwest Reno	8
Northeast Reno	9
Southeast Reno	11
Southwest Reno	12
APPENDIX	15

CITY OF RENO BIKEWAY MASTER PLAN STUDY REPORT

INTRODUCTION

In September, 1975, the City Council of the City of Reno recognized the need to develop a comprehensive Master Plan of bicycle ways. Due to this need, the Reno City Council appointed a committee of interested Reno citizens. This Committee was charged with the responsibility to; review the existing City of Reno Bicycle Plan; to investigate bicycle safety and bicycle enforcement; to study a viable means of bicycle registration; and to develop a program of public relations and education for bicycle riders. This Committee of interested Reno citizens became known as the City ot Reno Bicycle Council.

Since September, 1975, the Reno Bicycle Council has established By-laws and other operating procedures. The Bicycle Council has met on a regular basis meeting once a month from September until December, 1975. In December, the Reno Bicycle Council recognized the need for a complete review of the City Bicycle Master Plan; in fact, the Bicycle Council approached the Bicycle Master Plan with a fresh outlook. A complete restudy was undertaken to determine if existing bicycle lanes and routes are indeed viable in the City's present urban fabric. This report is a result of four months of concentrated effort on the part of the City of Reno Bicycle Council and their liaison members. This report brings forward a set of policies for implementation of bicycle facilities and identifies a

comprehensive bicycle network designed around the planning year 1995. The Bicycle Council fully realizes that all proposed bicycle facilities shown in the following exhibits and described in the text cannot be implemented at this time as the roadways the bicyclists share with motor vehicles, are not yet developed to adequate size standards.

HISTORY OF BICYCLE WAYS

Bicycle ways are not new to the City of Reno; presently, the City of Reno has several streets which have been striped with bicycle lanes. Additionally, some streets have had bike route signs installed and in the northwest, there is a bicycle path which follows the Peavine Dam alignment.

History shows that bicycle facilities are not a thing of the 1970's in Reno. The attached article taken from the local Reno newspaper in the late 1800's shows that bicycle facilities were something of concern even at that time. The costs have changed, as can be seen in the article, but the problem of bicycles sharing facilities with vehicles existed then with horses and horsecarts, rather than motor vehicles.

Bicycle facilities were first installed in the City of Reno a few years ago. At that time, the state of the art for the development of bicycle lanes, routes, and paths, was not as far advanced as it is today. A comprehensive Master Plan for bicycle ways had not yet been adopted. Lanes were installed without the removal of parking which means that the cyclist must share the lane with parked vehicles. This raises a serious question as to the usefullness of this type of bicycle facility. This report has been developed with one purpose--to

THE FOLLOWING

1 DOCUMENT(S)

~~ARE~~ 15 VERY POOR &

NOT LEGIBLE

COPIES

R. C. O'Brien

R C O'BRIEN
RECORDS SYSTEMS MANAGER

Reno Evening Gazette

Wednesday.....May 24 1899

Rich, sterling through the veins makes a clear mind, Red strong nerves, and the whole Blood system well man. Hostetter's Stomach Bitters makes rare blood. It cures indigestion, constipation, kidney and liver ailments and all other troubles caused by impure blood.

IT MEANS HEALTH FOR MEN AS WELL AS WOMEN. Hostetter's Stomach Bitters

SOUTHERN PACIFIC COMPANY.

Trains will leave Reno daily as follows:

9:05 A. M.—Fast mail train for Ogden and East, carrying Sleeping and passengers only.

9:10 A. M. Express train for Sacramento, San Francisco and points South and West.

9:40 P. M.—Express for Ogden and east carrying first & second class passengers.

10:10 P. M.—Fast mail for Sacramento and San Francisco and points south and west.

TIME TABLES.

The following tables give the time of arrival and departure of passenger trains at Reno:

ARRIVE.	TRAINS—No.	LEAVE.
8:30 p m.	No. 1, Westbound Mail	8:40 p m.
9:05 a m.	No. 3, Mail to Ogden	9:10 a m.
9:30 a m.	No. 5, Westbound Ex.	9:40 a m.
10:0 p m.	No. 7, Westbound Ex.	10:10 p m.

V. & T.

5:40 p m....	No. 1, Virginia Ex.	...5:55 p m.
	No. 3, Carson Passenger	
11:30 a m....	No. 5, Local Passenger	1:45 p m.

N. & C.

	Express and Freight	4:00 p m.
7:30 p m....	Express and Freight	

Time of Arrival and Departure of Mails at Reno.

MAIL FOR	CLOSES.		ARRIVES.	
	A M	P M	A M	P M
San Francisco, Sacramento & points local to and from San Francisco, Sacramento and intermediate points	7 30	6 00	9 30	6 40
Ogden, all eastern States and U. P. T. and all southern points	7 30	6 00	9 30	6 30
Susanville and all points north	7 30	....	....	3 30
Belle Mackey and Sheep Camp every Tuesday, Thursday and Saturday	8 30	....	....	4 30
Dayton Friday	7 30	....	....	4 30

V. & T. locked pouch from Virginia and Carson and Intermediate points, mail closes at 5:00 P. M.

Office hours 7:00 A. M. to 6:00 P. M.; Sundays, 9 to 10 A. M.

Reno Business Directory

TAILORS—

C. F. KOLSTER,
Merchant Tailor, southeast corner of Second & Virginia streets.

DRY GOODS—

SOL LEVY,
With a full stock of the latest in Dry Goods. Virginia street, near Second.

SALOONS.—

"THE DEWEY"

Saloon and Lodging House, two doors east of the Opera House. Fine wines, liquors and cigars constantly on hand and will be dealt to my patrons. Pool tables keep reasonable by the night, week or month.

J. D. HOLDENREIL, Prop.

THE ARSENAL.

Opposite Post Office. The only saloon in Reno handling STRAUSS'S goods. Ty-

CYCLE PATH.

A Suggestion to the Improvement Club that Costs Nothing.

It is a safe proposition that three-fourths of the cyclists of this section know nothing of the full utility of their wheels, if the public road only were made passable for them. Since has been done in older and more thickly settled communities in the way of cycle paths along the main highway and these have been built mainly at the expense of the cyclers themselves, although it is manifestly the duty of the county authorities to assist. Little of that sort of improvement is to be expected in Nevada so long as our population is so small, but there is not a State in the union where the paths could be made at less original cost or would be more easily kept in repair. There is no reason, however, why a cycle path along the Truckee river could not be built this summer, and the banks of that beautiful stream be cleared of some of the unsightly rubbish at the same time. The money for the construction could be raised by subscription, entertainments or in any other way that promises results.

Isaac B. Potter, an authority on the subject, gives the following plan and estimates:

"In building paths it has been found desirable to put them as far as practicable from the wagon way, as more trouble is caused by drivers attempting to travel along the paths with teams than from any other causes.

"The method of construction adopted has been to prepare a fairly smooth foundation of the proposed width on which a layer, three to four inches thick, of soft coal cinders is spread and rolled. Then a wearing surface of clay one inch thick, with one-quarter inch of coarse sand or fine gravel to finish, and again thoroughly rolled after being carefully graded so as to give a smooth, wheeling surface with a slight crowning cross section. In case gravel can be obtained an equally good and cheaper path can be constructed with it instead of cinders.

"The cost of the work per mile has been as follows: For cinder paths three feet wide, $150; six feet wide, $200; eight feet wide, $250; ten foot board path constructed in substantial manner with broken stone crossings, $400. Average cost of construction $260."

The Truckee river is the prettiest thing we have, even in its present uncared for and desecrated condition. Every fine day finds its banks lined with promenaders who love its clear swift waters and the purpling background of mountains capped by the snowy summit of Mt. Rose. A few hundred dollars spent in clearing the banks of rubbish and building a cycle path would be the best investment Reno could possibly make. Cannot one of the committees of the Improvement Society take up this work and carry it to success? Gravel, the best material for the work, is plentiful, and

ROYAL BAKING POWDER
ABSOLUTELY PURE
Makes the food more delicious and wholesome.

NOTICE.

Every Step Happy—Corns That Will Interest You.

Gardner hose at Denny & Savage's.

Drop in at the Bong to-day and enjoy a glass of cool beer.

Have your prescriptions filled at Plonigee's where drugs are pure and fresh.

Leave your order with Stewart & Meise for a fine roast for your Sunday dinner.

When your watch fails take it to E. Hertz & Bro. Over $3,000 repaired in Nevada.

Upson has some of the finest cherries you ever saw. Go there and get a box.

A beautiful dress hat can be bought at Miss A. Motley's for $5, cost from $7 50 to $10 elsewhere.

Call at Sunderland's and pick out a new spring suit. He has the latest styles and the largest stock to choose from.

Buy a watch of W. G. Deane. He has them for ladies, gentlemen and children, the cutest and prettiest made.

Dixon Bros. will send you the best in the shop, whether you go down to the market yourself or send a little child.

The paradise of the hungry man is the Washoe Lunch Counter, where the food is abundant and is well cooked.

Steve Williams can fix your bicycle and sell you anything in the line of sporting goods. New Agricultural building, Second St. nearly.

How delicious is a glass of ice cream soda, where the cream is cream, and the flavoring pure crushed fruits. Spindler makes it that way.

H. H. Hamlin, the optician is now located at the Arcade Hotel and is prepared to fit glasses for any eyes. Mr. Hamlin is a fine optician.

Anheuser beer is the favorite brand and is sold at the Monarch, morning, noon and night. You can't make any mistake by asking for Anheuser-Busch.

Drop in at Jake Hooker's when you want a glass of cool, sharp beer or something stronger. Jake will treat you right and the liquors are the best in the land.

Emrich has the latest fabrics for graduating dresses in silk and wool and silk. These goods are lovely and are the kind used in the swell seminaries and colleges.

Miss Olthe has an unusually at-

ABOUT YOU AND OTHERS.

M. Nathan is said to be very low.

Mrs. Tremaine will not leave Reno until Sunday morning.

Deputy State Controller Samuel Davis is in town to-day.

H. E. (Pinkey) Stewart is back from British Columbia, and will remain until after June 1st.

Rev. and Mrs. S. Unsworth returned from the city this morning. Mrs. Unsworth is in very poor health.

C. W. Mapes intends going below tonight after his family who has been spending the winter in the city.

A. L. Longfield of Wells, is in town to-day. He reports everything coming on and backward, but business booming and grass growing. He is in the employ of Sparks & Harrell.

Rev. J. H. McClure of the north, Rev. T. Taylor of Greenville, Rev. J. Madden of Quincy, and Rev. G. F. Jones of Reno, left this morning for Carson to attend the meeting of the Ministerial Association.

Announcement.

I have just received a large and complete line of dress and working shirts of the latest patterns and styles, which I will sell at prices that will defy competition.

I wish to call particular attention to a working shirt that I am handling. It is undoubtedly the best shirt for working men that was ever sold on the coast for the money. Call and examine it.

I have also the latest styles in gents' and negligee shirts, made up in all the fashionable cloths.

I am also pleased to announce that I have secured the agency for the Wheeler overall, famous in the West as being the most durable and best fitting overall on the market. It is riveted, triple-sewed and made of the heaviest and best denims. Try a pair and be convinced.

I have also a complete and fresh stock of domestic and imported cigars, tobaccos and all kinds of smokers' and chewing tobaccos, which I am prepared to sell at wholesale and retail.

Free employment office in connection with the store.

ALFRED NELSON.

The Chance of Your Life.

The GAZETTE has made a combination with the publishers of the Farmer's Journal, published in Philadelphia, whereby subscribers to the DAILY and WEEKLY GAZETTE, who pay one year in advance, can get the Farmer's Journal for five yea

improve the safety for bicycle riders by identifying for them safer routes on which to travel. This, by no means, means that bicyclists cannot use all roadways in the City of Reno, however, the intent of a Bicycle Master Plan and bicycle routes, is to direct the recreation cyclist or the interested cyclist to those facilities which he is likely to encounter the least conflict with automobile traffic.

IMPLEMENTATION POLICIES

The Reno Bicycle Council has recognized that not all routes, not all street are suitable for bicycle traffic at this time. The installation of lanes, or the installation of signs implies to the bicyclist that this is a safer place to ride. With that knowledge the Reno Bicycle Council has adopted a set of policies for implementation which helps to assure that a route or a lane, when installed, will be a better place to ride a bicycle than some other roadway nearby.

The policies address the three different types of bicycle ways.

Bicycle Path

The bicycle way with the highest standards, of course, is the bicycle path. The bicycle path is a separate roadway exclusive for bicyclists. The bicycle path often times has its own right-of-way, and normally is developed to 8 feet of pavement width, with the surfacing either being alsphaltic, concrete, or Portland Cement. In some cases where large street rights-of-way are available, a bicycle path could be alongside the roadway but physically separated. This separation could be a berm, a parkway

area between the roadway and the bike facility, or even a fence. The key element here is that the bicycle path is a separate facility, separate from the motor vehicle facility.

Bicycle Lane:

The next highest standard of bicycle way, is the bicycle lane. The bicycle lane is found on the travelled way, sharing the paved area with motor vehicle traffic. The bicycle lane is installed on the roadway with bicycle traffic in the same direction as the motor vehicle traffic, therefore, a bicycle lane when installed, has a lane on both sides of the street. The bicycle lane should be installed using a painted solid white line delineating a separate lane, separate and apart from the motor vehicle lane. This lane should be six inches wide and should be clearly marked with signs and pavement legends. The sign saying either, "Bike Route," or "Bike Lane." The pavement marking saying either "Bike Lane" or "Bike Only" with a directional arrow, indicating the direction of travel. A bike lane should have a minimum width of five feet. However, if a bike lane is to be shared with parking, the width of the parking lane, plus the bike lane should be no less than 13 feet, allowing an 8 foot parking lane, and a 5 foot bicycle way.

Bicycle Route

The third type of bicycle facility, would be the bike route. The bike route again like the bike lane, is on the travelled way, the bicyclist sharing the roadway with motor vehicle traffic. The bike route, however, unlike the bike lane, does not specify any particular area for the bicyclist, separate from the

motor vehicle. The bicyclist would be sharing the roadway utilizing, in many cases, the same portion of the roadway as the motor vehicle. The bicyclist would ride on the right hand edge, utilizing the parking lane wherever possible, however, upon encountering parked vehicles, the bicyclist would need to move into the traffic lane to pass these vehicles. Therefore, a bike route should be carefully studied before installation; minimum criteria should be established.

Each of these three types of bikeways have been carefully reviewed by the Bicycle Council and criteria for implementation has been established. The full text of the bicycle installation policies including drawings, showing implementation procedures are included in Appendix "A".

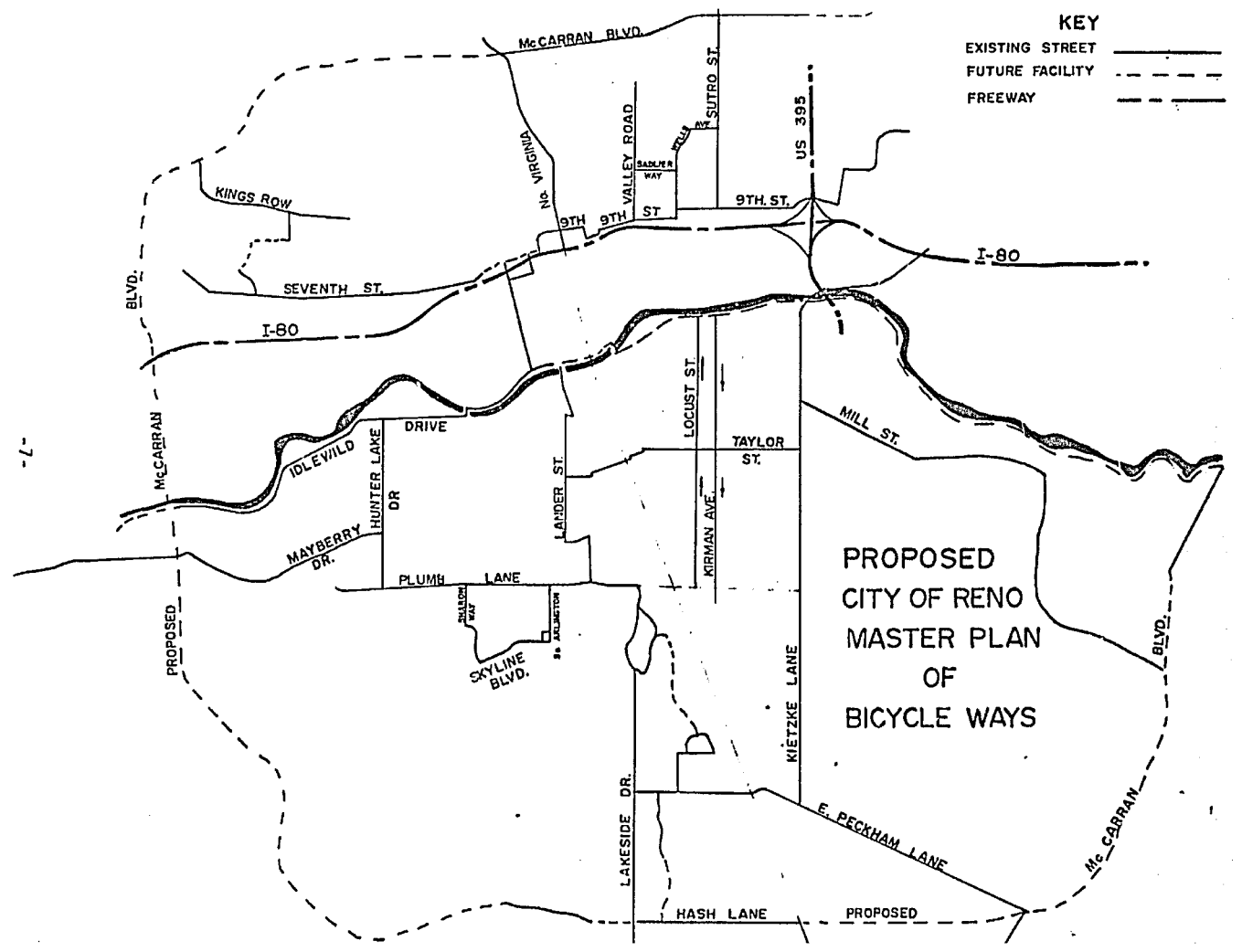
THE MASTER PLAN

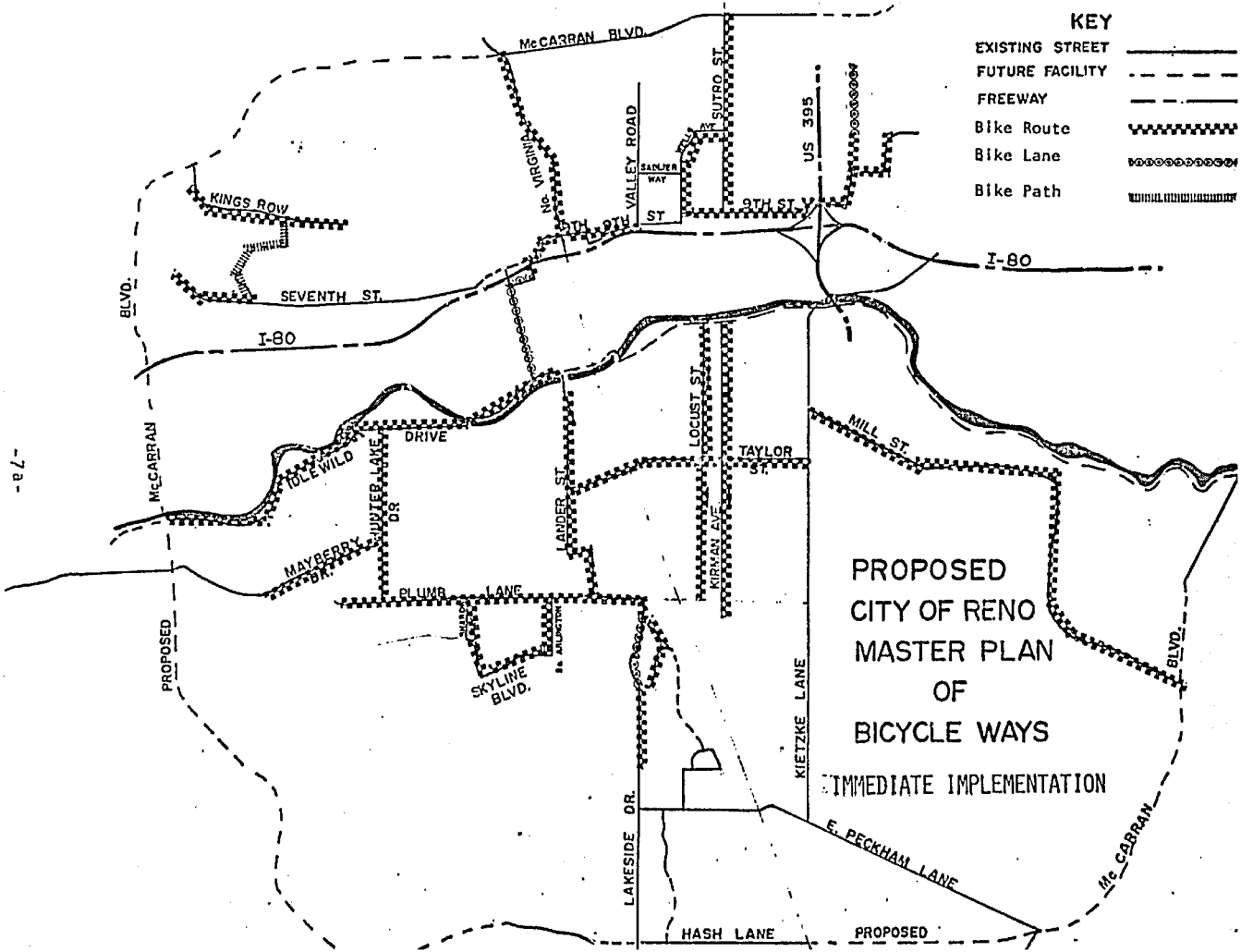
This chapter is a detailed description and analysis of the proposed City of Reno Bicycle Master Plan. Each route will be described in detail as to each characteristic and how it relates to the other routes proposed for the Bicycle Master Plan. For purposes of the text, the Bicycle Master Plan will be described by sections of the City; northwest, northeast, southwest, southeast. Certain of the bicycle facilities cross these individual quadrants. These will be discussed as arterial bikeways facilities.

What makes a Bicycle Master Plan? A Bicycle Master Plan like a City Traffic Circulation Plan is developed in order to provide connecting routes for safer bicycle travel between varying sectors of the community. The Master Plan is developed

utilizing the knowledge of the existing street facilities, the knowledge of the ultimate development for each of these street facilities, including the speed and volume of traffic to be encountered on each of these facilities. A Bicycle Master Plan takes into account the neighborhoods, these being traffic generators--origins or destinations of bicycle trips. The Bicycle Master Plan takes into account heavy bicycle traffic generators; these would be more particularly schools, shopping centers, parks, rivers, pleasant places for people to ride a bicycle in the open air. Of course, the key element for developing a bicycle plan is to make the bicycle plan fit the capabilities of the bicycling public. This means that routes with steep terrains, or hazardous traffic or narrow street widths must be avoided, until they are more adequately developed. All of these factors were considered in detail in the development of the Bicycle Master Plan.

The following pages will delve deeply into each of the routes proposed for Council adoption into a final City of Reno Master Plan of Bikeways. Each of these routes has been investigated for potential bike lanes, potential bike route signing, or if necessary, nothing at this time, due to characteristics that exist today. With the adoption of this Bicycle Master Plan and the implementation of those routes capable of handling joint bicycle and vehicle traffic use, the City of Reno will have taken a stride forward in accomplishing a safer overall bicycle program. The routes and lanes proposed in this Master Plan will compliment traffic flow in the City of Reno and make the City of Reno a standout in the State of Nevada in providing for bicycle traffic.


KEY
EXISTING STREET
FUTURE FACILITY
FREEWAY
McCARRAN BLVD.
No. VIRGINIA
VALLEY ROAD
SADLER WAY
KELLY AVE.
SUTRO ST.
US 395
9TH ST.
9TH
KINGS ROW
SEVENTH ST.
I-80
BLVD.
McCARRAN
IDLEWILD DRIVE
HUNTER LAKE DR
MAYBERRY DR.
PROPOSED
PLUMB LANE
SKYLINE BLVD.
SKYLINE WAY
ARLINGTON
LANDER ST.
LOCUST ST.
KIRMAN AVE.
TAYLOR ST.
MILL ST.
KIETZKE LANE
LAKESIDE DR.
E. PECKHAM LANE
HASH LANE
PROPOSED
PROPOSED
CITY OF RENO
MASTER PLAN
OF
BICYCLE WAYS


KEY
EXISTING STREET
FUTURE FACILITY
FREEWAY
Bike Route
Bike Lane
Bike Path
McCARRAN BLVD.
No. VIRGINIA
VALLEY ROAD
SUTRO ST.
SARLVER WAY
US 395
KINGS ROW
SEVENTH ST.
I-80
McCARRAN BLVD.
IDLEWILD DRIVE
JUNIPER LAKE DR.
LOCUST ST.
TAYLOR ST.
MILL ST.
LANDER ST.
KIRMAN AVE.
MAYBERRY DR.
PLUMB LANE
SKYLINE BLVD.
PROPOSED
KIETZKE LANE
LAKESIDE DR.
E. PECKHAM LANE
McCARRAN BLVD.
HASH LANE
PROPOSED
PROPOSED
CITY OF RENO
MASTER PLAN
OF
BICYCLE WAYS
IMMEDIATE IMPLEMENTATION

NORTHWEST RENO

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
KINGS ROW	McDONALD	McCARRAN	ROUTE	Erect signs along existing roadway Parking to remain	1976
AKARD	7th ST.	PEAVINE DAM	ROUTE	Erect signs along existing roadway Parking to remain	1976
PEAVINE DAM	AKARD	NORTHWEST RENO	PATH	Utilize exsiting Bicycle Path	Existing
7th ST.	AKARD	AKARD	ROUTE	Erect signs along existing roadway Parking to remain	1976
7th ST.	AKARD	WASHINGTON	NONE	Inadequate street width to accommodate bicycles and parked vehicles	
WHITAKER PARK	WASHINGTON	RALSTON	PATH	Bicycle Path across City Park	1976-1978
RALSTON	1st ST.	WHITAKER PARK	LANES	The street is capable of providing bicycle lanes and vehicle parking	1976
ELM	RALSTON	ARLINGTON	LANES	The street is capable of providing bicycle lanes and vehicle parking	1976
ARLINGTON	ELM	8th ST.	ROUTE/PATH	Arlington is adequate to provide a route to the pedestrian overpass, from there the route will cross I-80 on the overpass	1976
8th ST.	ARLINGTON	WEST	NONE	Path to be constructed later	1976-1978
WEST	8th ST.	UNIVERSITY TERRACE	ROUTE	Erect signs along existing roadway Parking to remain	1976
UNIVERSITY TERRACE	WEST	VIRGINIA	ROUTE	Erect signs along existing roadway Parking to remain	1976
McCARRAN	4th ST.	VIRGINIA	NONE	Classification to be determined later	1976-1996

NORTHEAST RENO

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
VIRGINIA	9th ST.	McCARRAN	ROUTE	Erect signs along existing roadway Parking to remain	1976
9th ST.	VIRGINIA	LAKE	ROUTE	Erect signs along existing roadway Parking to remain	1976
LAKE	9th ST.	8th ST.	ROUTE	Erect signs along existing roadway Parking to remain	1976
8th ST.	LAKE	EVANS	PATH	Path within the Park area	1976
9th ST.	EVANS	VALLEY	ROUTE	Erect signs along existing roadway Parking to remain	1976
VALLEY	9th ST.	McCARRAN	NONE	Present street widening projects will provide sufficient street width to provide a bicycle route	1976-1977
SADLIER	VALLEY	WELLS	NONE	Route at a time when street is improved	--
CONNECTING BIKEWAYS	VALLEY	WELLS	NONE	Path to be developed along I-80 right-of-way	--
WELLS	I-80	SUTRO	ROUTE	Signed route at present with ultimate development of path	1976
SUTRO	9th ST.	McCARRAN	ROUTE	Erect signs along existing roadway Parking to remain	1976
9th ST.	WELLS	SUTRO	ROUTE	Present street widening projects will provide sufficient street width to provide a bicycle route	1976-1977
9th ST.	SUTRO	SHOSHONE	ROUTE	Erect signs along existing roadway Parking to remain	1976

(NORTHEAST RENO CONTINUED)

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
SILVERADA	9th ST.	ODDIE	ROUTE	Erect signs along existing roadway Parking to remain	1976
SILVERADA	ODDIE	WEDEKIND	LANES	The street is capable of providing bicycle lanes and vehicle parking	1976
CARVILLE	SILVERADA	PARADISE DR.	ROUTE	Erect signs along existing roadway Parking to remain	1976
PARADISE DR.	CARVILLE	PARADISE PARK	ROUTE	Erect signs along existing roadway Parking to remain	1976
PARADISE PARK	PARADISE DR.	EL RANCHO	PATH	Development of Bicycle Path in City Park to connect to Sparks Bicycle Way	1976-1978

SOUTHEAST RENO

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
TRUCKEE RIVER	SPARKS	LAKE ST.	NONE	The river route should be developed as a Bicycle Path. This should be accomplished with development of fronting real estate	1976-1996
McCARRAN	VIRGINIA	TRUCKEE RIVER	NONE	With the development of McCarran, bicycle facilities should be planned and provided	1976-1996
MILL	KIETZKE	ROCK	ROUTE	Erect signs along existing roadway Parking to remain	1976
ROCK	MILL	BOYNTON	ROUTE	Erect signs along existing roadway Parking to remain	1976
KIETZKE	PECKHAM	SPARKS	NONE	With future State concurrence, routes and lanes will be established on Kietzke	1977
TAYLOR	VIRGINIA	KIETZKE	ROUTE	Erect signs along existing roadway Parking to remain At Holcomb a connecting path will be required to traverse the grade separation	1976
KIRMAN	APPLE	TRUCKEE RIVER	ROUTE	Erect signs along existing roadway Parking to remain	1976
LOCUST	PLUMB	TRUCKEE RIVER	ROUTE	Erect signs along existing roadway Parking to remain	1976
PECKHAM	VIRGINIA	BOYNTON	NONE	Present street width does not provide for bicycle facility	1977

SOUTHWEST RENO

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
TRUCKEE RIVER	LAKE ST.	WEST CITY LIMITS	COMBINATION	It is our desire to develop a combination route and path which would utilize facilities proposed as a part of the River Beautification Project, Riverside Drive, Idlewild Dr. and Idlewild Park	1976-1980
McCARRAN	4th ST.	VIRGINIA	NONE	With the development of McCarran, bicycle facilities should be planned and provided	1976-1996
HUNTER LAKE	IDLEWILD	PLUMB	ROUTE	Erect signs along existing roadway Parking to remain	1976
MAYBERRY	HUNTER LAKE	WEST CITY LIMITS	ROUTE	Erect signs along existing roadway Parking to remain	1976
PLUMB	FERRIS	LAKESIDE	ROUTE	Erect signs along existing roadway Parking to remain	1976
RAINBOW	ISLAND	COURT	ROUTE	Erect signs along existing roadway Parking to remain	1976
COURT	RAINBOW	FLINT	ROUTE	Erect signs along existing roadway Parking to remain	1976
FLINT	COURT	CALIFORNIA	ROUTE	Erect signs along existing roadway Parking to remain	1976
LANDER	CALIFORNIA	MT. ROSE	ROUTE	Erect signs along existing roadway Parking to remain	1976
MT. ROSE	LANDER	PLUMAS	ROUTE	Erect signs along existing roadway Parking to remain	1976
PLUMAS	MT. ROSE	PLUMB	ROUTE	Erect signs along existing roadway Parking to remain	1976

(SOUTHWEST RENO CONTINUED)

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
LA RUE	VIRGINIA	LANDER	ROUTE	Erect signs along existing roadway Parking to remain	1976
ARLINGTON	PLUMB	URBAN	ROUTE	Erect signs along existing roadway Parking to remain	1976
URBAN	ARLINGTON	SHAMPINE	ROUTE	Erect signs along existing roadway Parking to remain	1976
SHAMPINE	URBAN	SKYLINE	ROUTE	Erect signs along existing roadway Parking to remain	1976
SKYLINE	SHAMPINE	SHARON	ROUTE	Erect signs along existing roadway Parking to remain	1976
SHARON	SKYLINE	PLUMB	ROUTE	Erect signs along existing roadway Parking to remain	1976
LAKESIDE	PLUMB	EASTSHORE	ROUTE	Erect signs along existing roadway Parking to remain	1976
LAKESIDE	EASTSHORE	EASTSHORE	LANES	The street is capable of providing bicycle lanes and vehicle parking	1976
LAKESIDE	EASTSHORE	MOANA	ROUTE	Erect signs along existing roadway Parking to remain	1976
LAKESIDE	MOANA	HASH	NONE	Present street width does not provide for bicycle facility	1976-1986
EASTSHORE	LAKESIDE	LAKESIDE	ROUTE	Erect signs along existing roadway Parking to remain	1976
PECKHAM	VIRGINIA	LAKESIDE	NONE	When East Peckham is improved a route and/or lanes can be developed	1977-1978

STREET	FROM	TO	RECOMMENDED BIKEWAY TYPE	ACTION REQUIRED TO IMPLEMENT REMARKS	APPROXIMATE DATE OF IMPLEMENT
LAKESIDE (Alternate)	VIRGINIA LAKE	McCARRAN	NONE	The long term suitability of Lakeside Drive as a bicycle facility is questionable due to projected traffic. As a result this alternate should be developed. It would generally follow the proposed Sierra Street Extension and Warren Way between Virginia Lake and McCarran	1976-1986

APPENDIX "A"

IMPLEMENTATION POLICIES

1.1 PURPOSES

Bicycle Ways are established to increase the possibility of safe, injury-free bicycling in the City of Reno. The existence of bicycle ways does not guarantee accident-free bycycle riding, but it may help to make motorists more aware of people riding bicycles and to make bicyclists more aware of the potential dangers of riding with motor traffic. The installation of Bicycle Ways will be recommended at those locations where they will be beneficial to the motor vehicle operator as well as the bicyclist, and when they are part of the adopted Master Plan of the Bikeway System.

Bicycle Ways come in three forms: Bike Lanes, Bike Routes or Shared Routes, and Bicycle Paths.

1.2 POLICY

A. Bike Lanes

A "Bike Lane" is a route marked by bike lane signs using a portion of the surface of an existing roadway, the only separation between motor vehicles and bicycles being a line painted on the roadway. Bike Lanes will be installed only on those routes which intersect with or are an integral part of the existing bicycle network or for which a logical origin and destination is readily apparent. A Bike Lane may be established on a City street if all of the following conditions exist.

(1) Minimum Width

The minimum width necessary for the installation of a bike lane is 34 feet for a two-lane road and 58 feet for a four-lane road (a 12 foot width for a traffic lane and a 5 foot width for a bike lane) if the prevailing speed is 40 MPH or less and parking is to be restricted. If it is not desirable or feasible to restrict parking, an additional 8 feet in width will be required for each side of the road for which parking is to be allowed. One additional foot of pavement width will be required in each direction of travel for each additional 5 MPH increment in speed over 40 MPH.

(2) Traffic Volume

The minimum existing "average daily traffic" (ADT) should be grater than 1,000 vehicles per day before a Bike Lane is designated.

(3) Grade

It is desirable that sustained grades be limited to 1% or 2% if a wide range of riding abilities are to be accommodated. Five percent is the maximum grade rate recommended for most designs although in special situations steeper grades may be tolerated for a few hundred feet.

(4) Vertical Clearance

The minimum vertical clearance shall be 8.0 feet.

Satisfaction of the above conditions alone does not necessarily indicate that the establishment of bike lanes will improve the safety and efficiency of operation for the

motorist and the cyclist. Additional factors which sould be considered and evaluated include the effect of a bike lane on the capacity of the road, the predominant age of the cyclists who will utilize the bike lane, the number and location of existing driveways adjacent to the proposed bike lane, roadway aglignment and intersectional sight distances, and an analysis of the accident history of the route.

B. Bike Routes or Shared Routes

A "Bike Route" is an existing roadway which has been selected for bicycle use because of its appropriate characteristics and on which bike route signs have been posted to indicate the way. If the roadway is not wide enough to accommodate Bike Lanes, it should be considered suitable for Bike Routes only if motor vehicles volumes are fairly light. For example, a 30 foot wide, two-lane roadway with an ADT of 2,000 motor vehicles or less might be designated as a Bike Route. Somewhat less width might be tolerable with very light traffic volumes. Additional factors which must be considered and evaluated include the maximum grade of the roadway, the horizontal alignment, motor vehicle speeds, truck traffic of less than 5% of ADT, an analysis of the accident history of the route, and parking prohibitions. A Bike Route is, or becomes, A "Shared Route" in that both bicycle and motor vehicle traffic will use the same roadways. Bike Routes and Shared Routes will be established only on those routes which intersect with or are an integral part of the existing bicycle network or

for which a logical orgin and destination is readily apparent.

The chief advantages of a Shared Route are:

(1) The "Bike Route" signs may alert motorists to watch for cyclists, and thus to some degree make the route safer for cycling.

(2) The "Bike Route" signs can guide cyclists to a specific destination or through an unfamiliar area.

(3) The "Bike Route" signs may attract use by cyclists, and thus further establish the road as a bicycle facility.

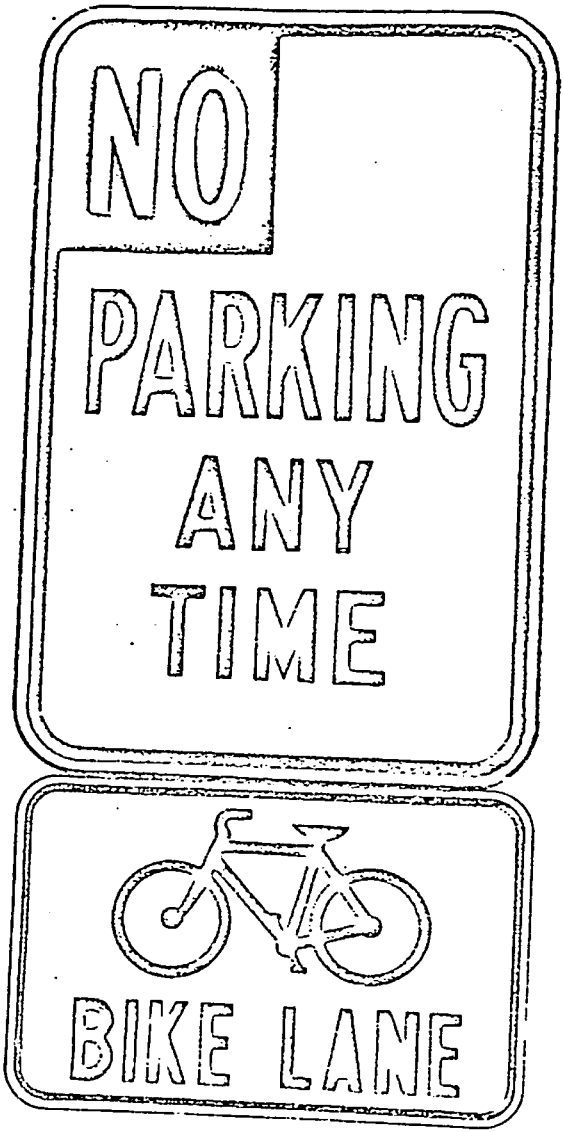
C. Bicycle Paths

"Bicycle Paths" are roadways separated from the public street. Primary use will be by bicyclists, but pedestrian traffic can be expected. Bicycle Paths are elements of the City's bike network but will end at all intersections with motor vehicle streets. Signing will be installed to assign right-of-way to motor traffic. Before construction of Bicycle Paths, engineering studies will be conducted to determine the proposed path origin and destination, characteristics, possible alternate routes on existing pavement, safety, and cost effectiveness. Funding must be available considering that Bicycle Paths are major capital expenditures. Bicycle Paths must be warranted under both of the following considerations:

(1) Bicycle Paths will be considered only if their locations can demonstrate potential usage.

(2) Bicycle Paths will only be considered over terrain that permits acceptable engineering design. Potential grades of 5%, high cut and fill slopes, or drainage problems normally will render a location unacceptable.

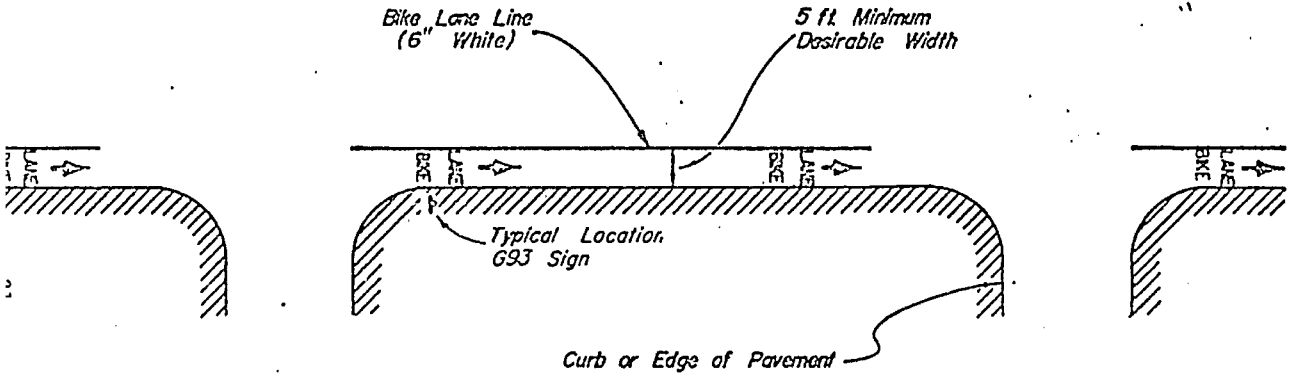
Isolated paths warranted under these policies will be examined for incorporation into future elements of the network.



Red on White

Black on White

PLATE 4

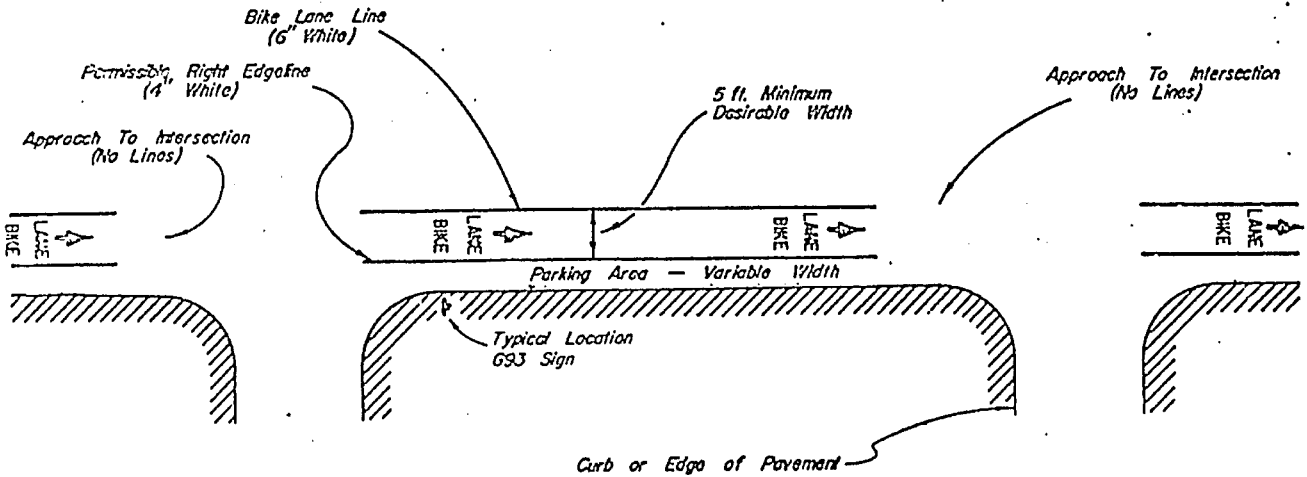


TYPICAL BIKE LANE MARKINGS

NO SCALE

ALTERNATE LEGEND: ONLY
BIKE

PLATE I



TYPICAL BIKE LANE MARKINGS

NO SCALE

ALTERNATE LEGEND: ONLY

BIKE

PLATE 2

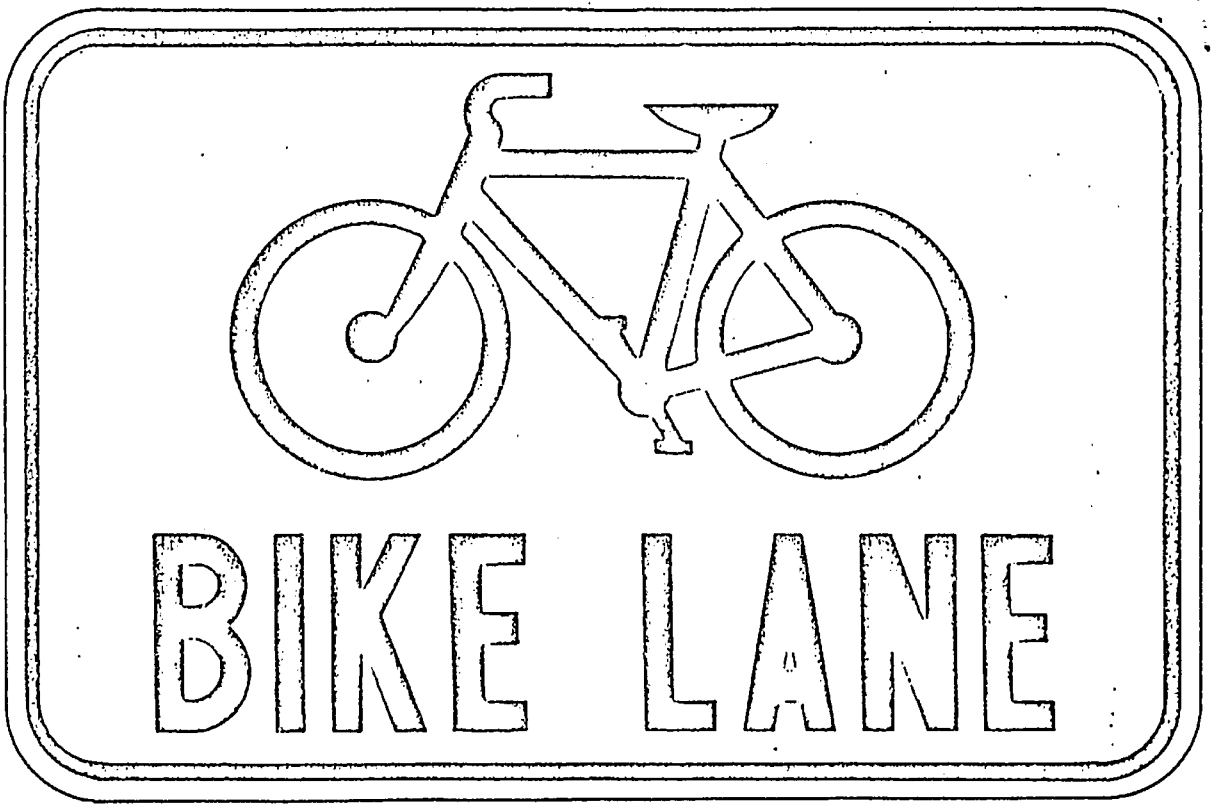


PLATE 3